

**WHEN** Complaining of the heat here, think of middle west, where the babies are dying from it.

Albuquerque, New Mexico, Wednesday, July 26, 1916.

# APPORTIONMENT OF FUNDS UNDER GOOD ROADS DRAFT MADE BY DEPARTMENT

**New Mexico Gets Nearly \$79,000  
States Must Put Up Sum Equa  
to Allowance from Federal Gov  
ernment.**

### MANY FACTORS FIGURE IN THE ALLOTMENT

**Before Expiration of Activity of**  
**Draft, \$75,000,000 Will be Dis-**  
**tributed Among Common**  
**wealths of Union**

My Evening Herald Lensed Wire  
Washington, July 19.—Apportionment among the states of the fiscal year appropriation of \$2,000,000 increased by the new good roads act, the increased total for the States

Then the \$4,839,800 was allotted to the states on the basis of one-third, respectively, in the ratio of area, population and rural delivery and postal routes.

Among other state allotments are

The first installment is for the five years ending June 30, 1917. For the four succeeding years the following amounts to be apportioned in the same manner were authorized:

1918.	\$19,000,000.
1919.	\$15,000,000.
1920.	\$20,000,000.
1921.	\$25,000,000.

In addition, \$5,000,000 is appropriated for the next ten years for the development of rural roads in the national forest.

The \$50,000,000 is to be paid by the government and half by the several states apportioned among the latter according to their respective area population and rural population, in inverse ratio.

The expenditures are authorized by the Speaker of the House.

roads now, the first Granting federal aid to states in road building. It was signed July 11 by President Wilson and government officials are preparing to put its provisions into operation. Actual construction of some of the roads may begin this fall and extensive construction next spring is planned.

Appropriations for the present year, ending July 1, 1913, authorized \$10,000,000.

... are \$1,000,000 for four all-seeing years; they are \$1,000,000, \$10,000,000, \$10,000,000 and \$10,000,000. The law provides, however, that no government money shall be available unless the states spend on appropriate matching the government contribution dollar for dollar.

Twenty per cent of the federal aid is to be used to build new roads. Many states since the war have tried to use the money alone.

Plans and regulations to put a Federal aid law as it is popularly known, into prompt operation, are being drafted by the secretaries of agriculture, upon whom devolves practically the entire work of supervising the Government expenditure. Immediate supervision will be the duty of public lands and rural extension in which Logan Wall Page is directed.

of organizations interested in the good farm movement, engineers, experts and others, to discuss means for promoting the new law, is planned soon by Secretary (Rosen) of the department.

Appropriation among the new states of the \$9,000,000 for the road law is a 50-50 split, on account of the Department's contention that the two rural, or actually, certified, nonmetropolitan counties of "nonmetropolitan villages and population." The allotments of the federal appropriation will be made for the security of agriculture, according to the ratio which the population of each state bears to the total United States population, according to the latest census. It is thus the ratio which the outside of the rural ratio in each state bears to the total national village and third rural ratio in the total area. Each state bears to the total area of the United States the ratio of the rural and construction interest of the new states to be finally determined by the secretary of agriculture.

No public road can be built under the law until its location and character are approved by the Federal road project with plans and